

Intimations.

WM. POWELL,
LIMITED.

ALEXANDRA BUILDINGS,
Des Voeux Road.

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NEW
TWIN
BEDSTEADS,
from \$65 to \$385 a pair.

Stocked in
BLACK AND BRASS,
ENAMELLED
GREEN AND BRASS,
ENAMELLED
BLUE AND BRASS,
and
ALL BRASS.

BEST
SPRING
MATTRESSES
FOR THE ABOVE,
at
reasonable prices.

SOLE AGENTS
for
ADDISON'S
PATENT
PORTABLE
SANITARY
COMMODORE,
\$14.50 to \$21.50 each.

INSPECTION INVITED.
WM. POWELL,
LTD.,
HONGKONG.

Hongkong, 4th July, 1905.

Intimations.

THE TRADE MARKS ORDINANCE,
1896.
APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that the
ELECTRO SILICON COMPANY,
of 30, Cliff Street, New York, in the United
States of America, have, on the 22nd day of
November, 1904, applied for the Registration,
in Hongkong, in the Register of Trade Marks,
of the following Trade Mark:—



in the name of ELECTRO SILICON COM-
PANY, who claim to be the Proprietors thereof.
The Trade Mark has been used by the
Applicant in respect of polishing powders and
polishing materials in Class 50.
Dated the 5th day of May, 1905.

WILKINSON & GRIST,
Solicitors for the Applicants.

THE GREEN ISLAND CEMENT
COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are reminded that the
FINAL CALL of \$10 per Share on the
new issue of Capital is due on the 30th June,
1905.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 26th June, 1905.

THE CHINA LIGHT AND POWER
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of the
above-named Company will be held at the
Company's Offices, St. George's Building,
No. 6, Connaught Road, Victoria, on SATUR-
DAY, the 8th day of July, 1905, at 11.30 in the
Forenoon, when the subjoined Resolution
which was passed at a meeting held on 21st
June, 1905, will be submitted for confirmation
as a Special Resolution.

RESOLUTION.
"That the Capital of the Company be in-
creased to \$500,000 by the creation of 20,000
new shares of \$10.00 each."

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 21st June, 1905.

THE HONGKONG ELECTRIC
COMPANY, LIMITED.

NOTICE is hereby given that the SIX-
TEENTH ORDINARY YEARLY
MEETING of the SHAREHOLDERS will be held at the
Company's Offices, St. George's Building,
No. 6, Connaught Road, Victoria, on SATUR-
DAY, the 15th day of July, 1905, at 11.30 in the
Forenoon, for the purpose of presenting the
Report of the Directors, together with a State-
ment of Accounts to 30th April, 1905, and
electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be
CLOSED from the 1st to the 15th
July, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th June, 1905.

THE CLUB LUSITANO, LD.

NOTICE.

THE Certificate No. 147 for 20 Shares in
the above Company numbered 51, 52, 53,
54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67,
68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79,
80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91,
92, 93, 94, 95, 96, 97, 98, 99, 100, standing in the
Register of Shareholders in the name of ANTONIO
SIMPPLICIO GOMES, Junior, having been lost,
Notice is hereby given that a Duplicate
Certificate for the said Twenty Shares will be
issued at the expiration of one calendar
month from the date of this notice, and that
the Original Certificate will, unless produced
within that period, be hereafter held by this
Company as null and void.

By Order,
H. M. BASTO,
Acting Hon. Secretary,
Club Lusitano, Ltd.
Hongkong, 24th June, 1905.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 75.

IRON, WOODEN AND TAISHEK BARRIERS,
WIDENING OF CHANNELS THROUGH.

NOTICE is hereby given that the Channels
through the IRON AND WOODEN
BARRIERS in COLLINSON REACH and
TAISHEK BARRIER in BLENHEIM
PASSAGE, have been widened and deepened
as follows:—

IRON BARRIER, 450 feet of the Central
Section of its Northern end have been removed,
leaving a passage of 570 feet in width, with a
depth of 16 feet at low water of Spring Tides.
WOODEN (OR BRIDGE) BARRIER.
The entire barrier has been removed and all
obstructions cleared to a depth of 16 feet at
low water of Spring Tides.

TAISHEK BARRIER. The passage
through this barrier has been widened to 400
feet with a depth at low water of Spring Tides
of 12 feet. On its Northern side, gradually
decreasing to 10 feet on its Southern side.
The Northern side of the Channel is marked
by two beacons each bearing a Red Shape and
showing a Red Light by Night, and the
Southern side by a Black Conical buoy sur-
mounted by a Green Light at Night.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAYERS,
Acting Commissioner of Customs.

Customs House,
Canton, 1st July, 1905.

Hongkong, 4th July, 1905.

ATTACK ON THE MIDDLE
CLASSES.

MR. CROSLAND'S HUMOUR.

Surveying the world with the frown of modern
Juvenal, Mr. T. W. H. Crosland comes to the
conclusion that the wickedness was never
more rampant than at the present day. In the
pages of his latest book, "The Wicked
Class" (R. A. Everett and Co.), he administers a
tremendous castigation to the people whom he
regards as among the wickedest of the world.

"Roughly speaking," says Mr. Crosland,
"English society divides itself into four great
classes, namely, the aristocracy, the middle
class, the working class, and the undiluted
lower class. And of these four classes two are
desperately wicked, and two are not. The
aristocracy, as men know, are virtuous and
honourable; the working class (pace the Rev.
E. J. Campbell) are virtuous and honourable.
"The middle class is vicious and dishonest,
and the lower class as a body suffers from
precisely the same complaints. Of course, we
are not concerned to assert that to be either
middle class or indigent is necessarily to be
wicked any more than to be highly placed, or
to be a labourer in a sawpit, is necessarily to
be virtuous. But, roughly speaking, that is
what it amounts to."

IF YOU ARE RICH.
The writer develops his thesis as follows:—
Occasionally you may come across a wicked
aristocrat or a wicked working pickpocket is
much more easily encountered. The reasons for
it are all fairly obvious, amounting indeed to
a mere question of wealth. If you are very
rich you cannot really be very wicked.

All our leading dukes and millionaires are
notoriously men of austere and virtuous life,
and as for the working classes, it is a fact that
but when you come to the middle people, who
are always short of money, and the low-down
people who have no money at all—ugh!
The Peckham is chivalrously defended against
the assaults of "Rita" and Miss Marie Correlli.
"Rita" may take it from us, says Mr. Crosland
in editorial fashion, "but countesses and even
duchesses and princesses can love their
husbands with as sincere a love as the plainest
Mrs. of them all."

It is impossible for the upper classes as a
body to indulge in any kind of downright
wickedness; they have no incentive to wicked-
ness; they are placed beyond the necessity of
being wicked; they have wealth and position
and consequently all the virtues.

"In point of fact it is the middle class and
the middling class only that can be wicked in
the particular direction suggested by 'Rita',
inasmuch as the good people who desire
wealth or position, or good looks, are precisely
the people who have not got them. 'Rita'
must try again. She may take it from us that
the best people are quite as happily married as
the middling ones."

Truth to tell, the book shows a cumulative
tendency towards dullness which is fairly
reached towards the end. The concluding
chapter is a severe lecture to Japan for her
wickedness in going to war with Russia.

A PRINCE OF FINANCE.

BARON ALPHONSE DE ROTHSCHILD.

The death of Baron Mayer Alphonse James
de Rothschild at the age of seventy-eight (says
the "Daily Express" of the 27th May) removes
from view a great personality in the world of
finance, and recalls once again the career of
the famous family of which he was the senior
member.

In the ancient, squalid Judengasse (now the
Borne Strasse), at Frankfurt-on-Maine, in the
House of the Red Shield—from which the fam-
ily afterwards took its surname—was born in
1743 Mayer Anselm, son of Moses Anselm
Baur, a Jewish dealer in curios and coins. The
father died when Mayer Anselm was eleven,
and the boy trudged off to Hanover, where he
bought and sold and learned banking, and then
returned to Frankfurt.

His success in finance and his magnificent
services to the Emperor of the House of Hapsburg
during the Napoleonic wars are matters of history.
He left five sons, of whom the elder remained
at Frankfurt, while the others founded branches
in Vienna, London, Paris, and Naples.

To Englishmen, Nathan, of the London
branch, is the most familiar figure among these
sons—Nathan who staked everything on the
overthrow of Napoleon, received "exclusive
information" of the battle of Waterloo, and
made a million by it, and who could boast of
having multiplied his capital 2,500 times in five
years.

THE FRENCH BRANCH.

Frenchmen are naturally most interested in
Baron James, who began business in Paris in
1812. His marvellous financial ability was not
hindered by too fine feelings; he fought to win,
and many victims testified to his success.
Loans, banking, railways—all contributed to
swell his wealth. And, as his power grew, he
took revenge for many old snubs.

His blunt speaking often passed the limits
of ordinary rudeness. He was never popular,
and received little credit for his really great
generosity.

When he died, in 1868, his second son,
Alphonse, whose death is now announced came
to the financial throne. Born in 1827, he had
a very careful training during the lifetime of
his father, and this, coupled with his great
financial talent, made him a worthy astute
successor to Baron James.

His skill was very soon tested, for when the
Franco-German war ended, in 1871, the pay-
ment of the indemnity to Germany was under-
taken by the Paris firm under his management.
To the anxieties of this great work were added
the terrors of the Commune. Baron Alphonse
actually served as a volunteer on the ramparts,
as he had done in 1848, to divert the anger of
the Communards from so capitalistic a family
as his own. It is said that his hair turned white
in a single night during the excesses that mar-
ked this outbreak of Parisian delirium.

In 1895 his life was attempted by means of
an explosive contained in a letter addressed to
him and mailed "personal." The letter was
opened by his private secretary who was badly
injured by the explosion which followed.

POLITICAL INFLUENCE.

The influence of Baron Alphonse on the
French Government was always considerable,
but it must be remembered the pressure from
the Paris firm meant pressure from the whole
family. He was a great supporter of the
"powers that be," and incurred great un-
popularity with the French aristocracy by
refusing to finance the Orleanists and Bou-
langists.

One of the last injunctions of Mayer An-
selm to his five sons was, "Remain united
until the end," and, at the risk of being
thought cosmopolitan, his descendants have
always followed this plan, with the result that
their influence is enormous.

It radiates in every direction and agitates
every bourse and exchange in the world.
It was this influence which withheld financial
help from Russia in 1891 because of the per-
secution of the Jews and so assisted to form
the Franco-Russian alliance, and which, later,
did much towards making France adopt
counsels of moderation.

Baron Alphonse was head of the great bank-
ing house in the Rue Laffitte, Governor of the

Bank of France, President of the Northern
Railway of France, and a partner with his
brothers in "great electrical and oil-mining
works." He was a Commander of the Legion
of Honour.

Like all the Rothschilds, he had a great
passion for collecting, not merely in the
financial but also in the artistic sense of the
word. When comatose he leaves art
treasures which are almost priceless, at Fer-
rières, which, in 1871, after the fall of Paris,
was the headquarters of the Emperor William
and Prince Bismarck. Among them is the
famous portrait of Caesar Borgia, which cost
the Baron £24,000.

A SPORTSMAN.
He was a great supporter of the Turf, and
the Grand Prix, the French Derby, the French
Oaks, and the Lincolnshire Handicap of 1894
(when he ran Le Nicham) were among his
triumphs. He never won the English Derby,
but Le Nord ran second to Saintfoin in 1890.
His colours were the same as those of Mr.
Leopold de Rothschild—blue jacket and yellow
caps.

As to his philanthropy, it can be said that
it was always sound, discriminating, and
generous. Lately the Paris firm created a
fund of £400,000 for the housing and improve-
ment of the working classes.

Like all the Rothschilds, Baron Alphonse
was a steadfast Jew, and his Judaism was
unaffected by the vigorous Anti-Semitism that
shook France during the course of the "Affaire
Dreyfus."

In 1867 Baron Alphonse married Lord
Rothschild's beautiful sister, Leonora, and the
Baroness has been for many years a brilliant
figure in Parisian society.

He is succeeded by his only son, Edouard,
who recently married Mlle. Germaine Hal-
phen. His surviving daughter is Mme. Ephrussi.
His brother, Baron Gustave, is the father of
Lady Sassoon and of Mme. Lambert, whose
husband will probably now assume the man-
agement of the Paris house.

The fortune of the late Baron Alphonse is
not known to the outside world. Many
estimates will be made, and all will be
different. His actual private fortune cannot
be less than fifteen millions sterling. The
money the Paris firm controlled under his
leadership would probably amount to two
hundred millions sterling.

Auction.

IN THE SUPREME COURT OF
HONGKONG.

ORIGINAL JURISDICTION.

Action Number 108 of 1905.

TO BE SOLD BY PUBLIC AUCTION.

By order of the Supreme Court of Hongkong,
and with the approbation of ARATHOON
SETH, Esquire, I.S.O. Registrar of the
Supreme Court of Hongkong, pursuant to
the order for sale made in the above
action, and dated the 16th day of June,
1905.

THE VERY VALUABLE RECLAMATION
PROPERTY,

situate at Victoria, in the Colony of Hongkong;
on

MONDAY,

the 17th day of July, 1905, at 3 o'clock P.M., at
Messrs. Hughes and Hough's Sale Rooms,
Des Voeux Road Central.

IN TWO LOTS, BEING LOT 1:—

ALL that right of Equity of Redemption of
and in and to all that one equal undivided
moiety of and in SECTION A of the Southern
Portion of the PRAYA RECLAMATION to the
Remaining Portion of MARINE LOT
Number 57, and which said Piece or Parcel of
Ground contains by admeasurement in the
whole about 11,241 square feet. Crown Rent
for the whole property \$280.06, and LOT 2:—
All that one equal undivided moiety of and
in the Remaining Portion of the Southern
Portion of the PRAYA RECLAMATION to the
Remaining Portion of MARINE LOT
Number 57, and which said Piece or Parcel of
Ground contains by admeasurement in the
whole about 13,181 square feet. Crown Rent
for the whole property \$233.71.

The two above mentioned properties are
more particularly delineated in a sale plan
thereof which can be inspected at the offices of
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Plaintiff in the above
Action, who have the conduct of the said
sale,

or to
Messrs. EWENS, HARSTON & HARDING,
Solicitors for the Defendant LI PO
YUNG, alias LI Tsz MINO, in the said
Action,

or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 1st July, 1905.

Dentistry.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VOUEX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 19th July, 1904.

Consignees.

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA."

FROM PORTLAND (OR) YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Counter-
signature and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 5th July, 1905.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SCHARNHORST"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure, and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 8 A.M.,
TO-WORROW.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 10th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 10th instant, at
9.30 A.M.

All Claims must reach us before the 15th
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 4th July, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PESHAWUR,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M. TO-DAY.

Goods not cleared by the 11th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 4th July, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 12 o'clock, Noon, the 4th inst.,
will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 3rd July, 1905.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE,"

FROM NEW YORK.

CONSIGNEES of cargo are hereby in-
formed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
whence and/or from the wharves delivery may
be obtained.

No claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 6th July, will be subject
to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
8th July, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 6th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ARNHOLD KARBURG & Co.,
Agents.

Hongkong, 30th June, 1905.

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"ALEXIA"

Captain Sachs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY
GEO. G. SANDEMAN SONS &
CO., LTD.

Per dozen.

Light Dry	\$13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	36.00

A. S. WATSON & Co.,
LIMITED,

Agents in Hongkong and South China for
SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

Hongkong, 16th June, 1905.

[35-1A]

BIRTHS.
On the 28th June, at Shanghai, the wife of A. SANDER, of a son.
On the 8th June, at Newchwang, the wife of A. T. WILSON, of a son.
On the 24th June, at T'achow to Dr. S. W. and Mrs. BARRINGTON, C. M. S., a son.

DEATHS.
On the 13th June, at Chungking, GEORGE JOHN COLWELL (late I. M. Customs, Chungking), aged 36 years.
On the 10th June, at Newchwang, MARY ANN IMA, eldest daughter of Mr. and Mrs. A. O. Wilson, aged 3 years and 2 months.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 6, 1905.

THE TERM OF PEACE.

Now that the Peace Plenipotentiaries have received their commissions from their respective sovereigns, there is an inclination on the part of all those who have been either directly or indirectly interested in the war to consider what should form a basis of settlement. There can be no doubt that the Japanese representatives will receive instructions as to what should be regarded as the minimum conditions on which a settlement can be agreed upon. The Russian Plenipotentiaries are in a different position. They cannot hope to lay any claim to consideration so far as their occupation of Manchuria is concerned, nor can they submit sound reasons why they should not be deprived of Saghalien. Their highest endeavour must be to obtain the best terms possible. Port Arthur and the suzerainty of Korea must fall to Japan. The question of Vladivostok may be waived in favour of Russia. The control of the railway through Chinese territory may prove a difficult problem, unless the Japanese are prepared to agree to a joint international board of management. But the rock on which the conference may split is the question of the indemnity which Russia will pay Japan. Russia is not a wealthy country in the sense that she can produce gold, or the equivalent of gold, on short notice. And the terrible experiences through which she has passed, the lavish waste of treasure and lives, fruitlessly cast into the ocean, has impoverished her beyond all manner of doubt. A brave show was made when a *Times* writer suggested that her Treasury was empty by inviting a representative of that paper to inspect the gold reserve in St. Petersburg for himself, but it did not throw dust in the eyes of the onlookers. Viscount Aoki, ex-Minister of Foreign Affairs in Japan, has given it as his opinion that the indemnity should be not less than two thousand million yen, which does not seem to be an immoderate demand in the circumstances. Russia might manage to raise that amount and end the war, if only that she might concentrate her energies on the rebellions at home. What Japan really wants is a peace that will be permanent. Russia's claws must be extracted so that she cannot dream of conquests in the Far East for fifty years to come. If the result of the settlement proved that Russia's aims were merely thwarted and not absolutely defeated for the next forty or fifty years Japan would be in a worse position now than she was before the war began. Japan would have to repair her injuries, increase her resources, building up an effective defence against any possible onslaught, and at the same time keep a wary eye on Russia. With Russian aspirations crushed for fifty years the peace of the world in the Far East at least should be assured for half a century, and Japan, who has fought the colossus of the north single-handed, and thus deserves to reap the fullest reward, should exact to the utmost such conditions as will, as far as human eye can foresee, ensure a solid and lasting peace. "If peace is made upon other conditions," says a writer in the *Jiji*—after showing that Japan can only hope to crush Russia in the Far East, because it would be impossible to threaten Russia in St. Petersburg—"If peace is made upon other conditions not sufficient to ensure peace for the term mentioned it can only be called a lengthy armistice." Japan cannot afford to employ her national resources without being sufficiently compensated for her action. The *Jiji*, however, doubts the sincerity of Russia's readiness to accept terms of peace. Anything to distract the attention of the people at home, is Russia's cry; anything to divert attention from the doings at Odessa, Moscow and half a hundred other places in European Russia. It is therefore incumbent on Japan to negotiate for the terms of a basis of settlement, while she still pursues her victorious career on land, pushing home her blows until the Russian army in the field is worn out. How pessimistic the Japanese vernacular press is on the prospect of peace may be gauged by this sentence—"Whoever may be chosen as the Japanese Plenipotentiaries for conducting the proposed peace negotiations it matters little, as the negotiations have meagre prospect of success." And again—"It is useless to listen to the irresponsible talk of peace." That this view is not singular, is clear from the fact that the Marquis Ito, though repeatedly pressed by his Emperor and his peers to re-

present Japan has refused again and again to undertake the office. There will be no praise for the Plenipotentiaries if the negotiations fall through. Russia may smile sardonically, having given the world something to talk about other than her discontented sailors, soldiers, peasants and students, but Japan would feel that the farce meant only so much time wasted. It is for Japan to gain peace by dint of strenuous fighting, to impress upon Russia the fact that all hope is gone, and to drive the Russian arms beyond the shores of Lake Baikal. The longer that Russia holds back the severer will be the conditions imposed upon her. This much is certain, whether the peace negotiations succeed or fail, Russia will be so crippled that her power for evil will be deadened for many a year to come, which practically means that the peace of the world is assured for the next decade at least.

LOCAL AND GENERAL.

THE official report shows that two cases of plague were notified since yesterday. Total 219.

FOUR new recruits for the Hongkong Police Force arrived from home by the s.s. *Denbighshire* this morning.

H. E. THE Governor, Major Sir Matthew Nathan, will be at home at Mountain Lodge, the Peak, to-morrow from 4.45 to 6.45 p.m.

MARQUIS ITO is just now being made the victim of anonymous postcards containing threats against him if he takes part in the peace negotiations, according to the *Japan Chronicle*.

AT 3.30 p.m. to-day, the Governor, Sir Matthew Nathan, visited the Central Police Station, accompanied by his aide-de-camp, Captain Arbutnot-Leslie, and his Private Secretary, Mr. R. A. B. Ponsbury, and the Hon. Mr. F. H. May, and inspected the Hongkong Police Force.

THE Puisne Judge must have anticipated a busy day when he entered Court this morning. He informed several litigants that he had four cases fixed for the morning and six for the afternoon. To-morrow the cause list will be readjusted when some of the matters will doubtless be wiped off the slate.

MR. W. J. Crawford, of the Hongkong & Whampoa Dock Company, Ltd., sent a photograph to *The Navy League Journal*, showing H.M.S. *Albatross* having two 12-in. guns taken out and two new ones put on board. This operation was performed in three hours, and reflects the greatest credit on all who had charge of the work, says the journal.

CARELESSNESS in alighting from a tramcar caused the death of another Chinaman last night. It appears that a coolie, who has not been identified, was riding in car No. 11 at 9.30 p.m. when, on nearing the junction of Wing Lok Street and Praya West, he got up; and with his back towards the motorman's end of the car, jumped off, with the result that he fell "all of a heap" on the concrete road-way. There he lay unconscious until Police Sergeant Cooper came up, and seeing that the man appeared to be badly hurt, had him removed to the Government Civil Hospital where he expired from a fractured skull an hour after admission.

OUR readers will remember that on the 21st ult., the dead body of a young Chinese woman was found floating in the sea off Shaukiwan, and was subsequently identified, by the mother, as that of a boatwoman named Shek Kau, who plied for passenger hire at night, the mother plying by day. The mother stated that on the previous evening when she last saw her daughter she was wearing hairpins, bangles, ring, key-chains, and ear-rings, all of which had disappeared. The girl's boat was subsequently found on the beach near Shaukiwan, and on examination one of the ear-rings worn by the latter when last seen was found in the bottom of the craft. The matter was taken under detective investigation, with the result that one Chung Fat, an alleged lover of the deceased was arrested on suspicion of having murdered the girl. Evidence of the arrest was taken before Mr. F. A. Hazeland this morning and at the request of Inspector Robertson, who has charge of the case, the further hearing was adjourned for a week.

THREE chair coolies were charged at the instance of Mr. Paul Ulbrecht, manager of the German Club, in Kennedy Road, with behaving in a disorderly and riotous manner outside the club last night. They were also charged by another chair coolie with assault. When placed before Mr. G. N. Orme this morning the evidence showed that Mr. Ulbrecht heard shouting and noises of striking bamboos together, and on going to investigate found about ten or a dozen chair coolies engaged in what appeared to be a free fight with bamboo poles. He sent for the police and on the sergeant's approach they all bolted, the three defendants alone being secured. The assaulted man said he and his comrades had just dropped a fare at the club and after being paid were about to return to their stand on the Praya, when the second defendant called out "beat the Hakka men," and he and about ten others came at them with bamboos and commenced belabouring them, so that complainant received a cut, four inches long, on the scalp, and other wounds on his head, face, and body, necessitating his going to hospital for treatment. His comrades were also beaten all over the body, but he preferred no charge. Both the beaten men appeared in Court looking as if they had indeed met with very severe handling. The first defendant was fined \$15, the second \$15, while the third, against whom there was insufficient evidence to secure a conviction, was discharged.

WE are informed that His Excellency Sir Matthew Nathan, K.C.M.G., has generously contributed a sum of two hundred dollars to the fund of the Tung Wah hospital for the year ending June, 1906.

MR. H. Finckney, of No. 6 Stewart Terrace, Peak, charged a houseboy from No. 3, and a coolie from No. 5 of the same terrace, with trespassing and loitering in his servants' quarters without his knowledge or permission. Their defence was the usual story: "Went to see my friend." The visit cost them \$15 each, that being the amount of the fine inflicted on them by Mr. F. A. Hazeland this morning.

THE case in which Chan Shan, ex-shroff at the Magistracy, was charged with the embezzlement of the sums of \$500 and \$155, respectively, and with falsifying a certain book, the property of the Government, on the 17th of March and the 10th of May, respectively, was resumed this afternoon. Mr. F. B. J. Rowley, the Crown Solicitor, said that he had no evidence to adduce against the accused, and asked His Worship to discharge him.—His Worship (to accused): You are discharged.

A QUESTION of account, was argued at the Supreme Court this morning before the Puisne Judge when Sir Tak Yan sued Lo Man Hin for \$1,000. Mr. P. W. Goldring, of Messrs. Bruton, Hett and Goldring, stated, on behalf of the plaintiff, that the only matter to be tried was whether or not the money had been paid. The defendant would produce a chop book showing a receipt for the money, while plaintiff declined the amount was not paid. Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the defendant, and plaintiff was eventually non-suited, with costs.

A STRANGE case was brought to the notice of Mr. G. N. Orme this morning, when an amah, of Shaukiwan, proceeded against a European. It appears from the woman's statement that she was going downstairs at her mistress's house when the European came up and pushed her causing her to fall down the whole flight of stairs and break an ankle. The European said the case was an entire invention. He had never in his life spoken a word to the amah. He saw her going down stairs, and noticed that she suddenly slipped and fell to the bottom of the flight. She seemed hurt and when he went to her assistance she accused him of pushing her down, and sent for the police and had him arrested. As the complainant had had to be removed to hospital to have her broken ankle attended to the case was to have been remanded but the woman was subsequently carried into Court. She could not substantiate the charge and the case was dismissed.

REFUSING DUTY

ON THE "EGREMONT CASTLE."

Captain Moodie, of the s.s. *Egremont Castle*, this afternoon prosecuted another fireman, C. Georgensen, a Norwegian, for refusing duty on board the steamer while at sea.—Captain Moodie said that while at sea at two o'clock in the afternoon of the 27th June, defendant was brought to him by the chief engineer who said the man refused to do a six hours' duty; he could do four hours but was unfit to do six hours. Defendant he said was suffering from cramps—that is a fireman's disease. Witness found no signs of cramps on him, but gave him some medicine and told him to report if he felt unwell. He did not do so however and said nothing further about it until the ship arrived in this port. Witness was of opinion that defendant was perfectly fit to do a six hours' duty. It was the practice for men to do extra work in case of necessity, especially in the fire department.—A fireman on the *Egremont Castle* said the defendant was sick, and other evidence having been given His Worship concluded that there was no evidence whatever of cramps, while there was of refusal of duty. Defendant was sentenced two weeks' hard labour.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, July 5th, 1905.

FOURTH OF JULY.

The Fourth of July passed off very quietly in Canton. The death of the U. S. Secretary of State put a stop to all public functions. The reception at the Consulate-General was cancelled. Preparations were being made for a fireworks display in the evening, but these were stopped. Most of the flags in the harbour and on Shamien were at half-mast.

BANK FAILURES.

Some days ago I reported that many banks had failed or were going out of business owing to hard times. I have now ascertained that no less than forty-eight banks have either closed or will close before the end of the year. These banks, i.e., those that have not yet closed, have given up business and are only keeping open to collect and pay accounts. Only five of these forty-eight banks are bankrupt. The total deficit is not large, being between one and two hundred thousand dollars. One chief reason for the hard times is the failure of the silk crop in Shun Tak. The very cold wet weather in the beginning killed many of the worms and the mulberry leaves not up to the proper standard. Consequently the silk is of an inferior quality and the price is very low, and the quantity is not nearly up to the normal.

SHIP CLOSING.

A shop in which some Japanese were carrying on a kind of a restaurant near the steamer landing has been closed by the Viceroy. Some Japanese girls were kept in the shop and the plea of the officials was that the morals of the Chinese were in danger.

ACTS OF BANKRUPTCY.

IMPORTANT CASE.

BEFORE CHIEF JUSTICE.

At the Supreme Court this morning the Chief Justice, Sir Francis T. Pigott, again took the interesting bankruptcy case arising out of the non-payment of debts by the Ching Hop firm. Mr. C. E. H. Beavis appeared for the petitioning creditor Leung Sing Wo, Mr. B. L. Hett represented the debtor, and Mr. F. B. J. Rowley was present on behalf of the creditors in the case re the Ching Hop firm, ex parte Siemens & Co. and others.

Mr. Beavis said he had to prove the act of bankruptcy and proposed doing so either by the petition or the declaration of the petitioning creditor. The former stated that on the 7th June debtor gave Leung Sing Wo notice of the firm's intention of suspending payment of their debts, while it was set forth in the declaration that the managing partner of the firm had stated that the assets of the firm were \$130,000, or thereabouts, and the liabilities \$162,000. He proceeded to call

Leung Sing Wo, the petitioning creditor, who stated that he was a trader living at 21 Lower Lascar Road. The Ching Hop firm was indebted to him in the sum of \$19,933.30, and when he asked for payment on the 7th June he was told by Li Wing Chau, the master, that he had no money to pay anyone that day. Subsequently he went to see him and said, "I hear that the foreign firms are weighing out your cargo; you must pay me money." Debtor replied "At present I have not got the money." People were pressing him for payment, and as he understood that the firms wished to take delivery of the man's cargo of old iron and horse shoes, lying in the godowns, he questioned him about it and debtor replied "I owe people \$162,000. When asked what the value of his goods were he said he had some \$50,000 worth. People owed the man money to the extent of more than \$70,000 of which debtor thought he would be able to collect \$30,000. Witness suggested that the officials be asked to distribute the sum, but debtor made no reply.

His Lordship did not consider that this was an act of bankruptcy as no notice of intention of suspending payment had been given. It was laid down in the Court of Appeal that the statement by a debtor that he was unable to pay his debts was not notice of an intention to suspend payment. In the present case the creditor went to the debtor and said "Pay me," and the man replied "I cannot pay you." That was not a notice of suspension of payment.

Mr. Beavis pointed out that the particular section of the Ordinance prescribes that notice shall be given to any one of the creditors, but does not stipulate what form of notice.

If a Lordship reminded him that the principle of all cases settled was that there must be an expressed notice of intention to suspend payment, and one might be able to construe a statement of inability to pay debts as such if it was strong enough. There was nothing that he could see in the statement in question.

Mr. Beavis.—The debtor is represented here, my Lord, and there is no question as to his anxiety to pass through bankruptcy.

His Lordship.—That is not the question.

Mr. Beavis.—It seems to me that much depends on the construction that the creditor put on the words debtor used to him.

His Lordship.—There is nothing in the words actually used amounting to an intention of suspension of payment of debts. All debtor says is "I cannot pay my debts."

Mr. Beavis.—Supposing he had used the words "I will not pay my debts?"

His Lordship.—That would be stronger.

Mr. Beavis.—Of course, it is hard to expect a debtor, who is not aware of the particular term he has to use, to make use of a correct expression.

His Lordship.—No. It never was intended that a person should deliberately go and bring himself within the Bankruptcy Act. The question is, what has he done, or what will bring him within the Act if the creditors choose to act?

Mr. Beavis.—I think it is not unlikely that the statement actually made might be translated to mean "I will suspend payment."

His Lordship.—Oh, no. I went very carefully into the matter and asked Mr. Goldring to analyse what the man had said.

Mr. Beavis.—I don't know whether there is any particular Chinese expression which means "I give notice of my intention to suspend payment of my debts."

His Lordship.—In this case the debtor said, "At present I have not got the money. I have been pressed by the creditors." Then the man made a statement as to his debts and the creditors suggested that they should be officially distributed. He proposed that there should be some sort of an arrangement, but debtor did not reply.

Mr. Beavis.—Supposing the translation had been instead of the words "I cannot," "I will not pay my debts." I believe that in Chinese there is no present or future tense. Coupled with the statement that his assets amounted to so much and his liabilities to so much, I think—

His Lordship.—That brings us a little closer, I admit. A little closer, but not very far.

Mr. Beavis.—And also the future statement that the foreigners were weighing his goods. The three statements together certainly tend to make a stronger case.

His Lordship referred Mr. Beavis to a case alluded to by the debtor to the creditors of a circular stating that financial difficulties made it desirable for the writers to consult with their creditors as to their position and asking to be furnished with an account of the amount owing. That carried the matter a little further. A ruling by the present Lord Chief Justice carried it even further, for he held that a statement by a debtor that he was utterly penniless, could not pay anybody, and had lost every thing, was an act of bankruptcy.

Mr. Beavis directed his Lordship's attention to the judgment of Lord Esher in *re Cooke* where the case of *re Lamb* was also considered. It was laid down that in considering the ques-

tion whether a statement made by a debtor to any of his creditors amounted to notice that he had suspended or was about to suspend payment of his debts it was necessary in each case to estimate the reasonable construction which the creditor would place upon the statement. If they were to ask the creditor whether he understood that debtor intended suspending payment of his debts, and if he did so understand that would carry them over the present difficulty. It was not so much the words used as the intention they were intended to convey.

His Lordship pointed out that the words might be construed as meaning "If you press me I shall have to suspend payment because my assets are only so much and my liabilities so much." Addressing Mr. Rowley, his Lordship said the interpretation he proposed to put on the words were "If you press me, my assets being so much and my debts so much, you see I shall have to suspend payment."

Mr. Rowley submitted that what the man meant was that his debts were so much and his liabilities so much, and that he admitted it was absolutely impossible to pay his debts, which, of course, amounted to the same thing as suspending payment.

His Lordship.—Oh, no. There is no declaration of the inability. The words of the Act are "Gives notice to any of his creditors that he has suspended or is about to suspend." What do you say is the effect of consolidation? The two acts of bankruptcy merge.

Mr. Rowley.—I say that it is now immaterial how the acts of bankruptcy are proved so long as one of them is proved. You want it proved that this debtor has given notice of the suspension of payment of debts. I ask you to come to the conclusion that this man did give notice to one or other of his creditors that he had suspended payment.

His Lordship.—You want to argue against my interpretation. My interpretation is that the meaning is, "If you press me, my debts being so much, and my assets so much I shall be obliged to divide it among the creditors."

On the application of Mr. Beavis, Mr. G. H. Wakeman was appointed Receiver.

A discussion then ensued concerning the payment of costs, and his Lordship eventually observed that it was really a small matter and should be mentioned to the Registrar and if he had any doubt about it it could be mentioned to him again.

THE PILOT CASE.

MAGISTRATE'S DECISION.

At the Magistracy this afternoon Mr. F. A. Hazeland gave his decision in the case in which Captain Lawlor, licensed pilot, was charged with negligent navigation and infringing the regulations of the Harbour Master in the waters of this harbour, on the 19th March last.

The decision was as follows:—
The defendant was summoned before me for that he on the 19th day of March, 1905, in the waters of the Colony, being a licensed pilot under Ordinance No. 3 of 1904, and in charge of the s.s. *Slavonia*, unlawfully did infringe a regulation made by the harbour master under section 4 of that Ordinance, and published in the Government Gazette on the 10th June, 1904, namely, regulation No. 5, and that he failed to use his utmost care and diligence when bringing the said ship up to the No. 1 wharf of the Godown Company to avoid accident or damage to the said ship, whereby the said ship struck the No. 2 wharf and became damaged thereby. The first question for my decision is as to when the duties of the pilot under this Ordinance are at an end. The master of the *Slavonia* said in his evidence that he employed the defendant to bring his ship up to the wharf, but I am of opinion that the defendant regarded himself in charge of the vessel when she was drifting on to the No. 2 wharf. In the absence of any contract as to the express duration of the service, I am of opinion that a pilot engaged under this Ordinance is in the same position as a pilot when the pilotage is compulsory. The next question to be decided is as to whether the defendant was justified, considering all the circumstances of the case in bringing the ship in bows first. I am advised that in view of the information at his disposal he was quite justified in bringing the ship alongside the wharf bows first. I am also advised that there was an undercurrent which caused the ship to drift. I am also advised that there is no method at present available for foreseeing such an undercurrent. The next question to be decided is as to whether the drifting of the ship on to the No. 2 wharf was the solely the delay in getting out the stern line, in not heaving in on it when fast, and to the fact that it was fast on the bollards. I am advised that the answer to this question is in the affirmative. Mr. Unsworth in his evidence stated that the launch had to wait ten minutes for the stern line and that there never seemed to be any strain on the stern line before she struck. The master of the steamer stated in his evidence that the ship struck No. 2 wharf before the stern line got on to No. 1 wharf. I am of opinion that the defendant was in no way responsible for the delay in passing out the stern line, for its being foul of the bollards, nor for the failure to heave in on that line. The ship having got into this position, was not the proper manoeuvre to have backed out. I am advised that to have backed out under the circumstances would have been a proper manoeuvre, but there was nothing improper in that executed by the defendant. I am advised that there is a danger, if the ship had gone astern, of her head casting to starboard, after she had gathered sternway and colliding with No. 2 wharf, in which case the collision with the wharf would probably have been more violent than it actually was. With respect to the question as to whether not having got over I am of opinion that it was no part of the defendant's duty to have done so as the getting over of fenders is not an act of navigation. If, as a fact, and am so advised that the defendant did not fail to use his utmost care and diligence whilst bringing this ship to the wharf. My finding is therefore for the defendant, and I order this summons to be dismissed.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lairong*) 10th inst.
American (*Mongolia*) 11th inst.
French (*Tonkin*) 11th inst.
Canadian (*Athenian*) 18th inst.
American (*China*) 19th inst.

The P. & O. S. N. Co.'s s.s. *Hawang* left Singapore for this port on 5th inst. at 4 p.m.
The O. S. S. Co.'s s.s. *Kenau* left Shanghai yesterday, at 8 a.m., and is due here on 10th inst. at 5 p.m.

STATE BABIES.

BY H. G. WELLS.

When I dream of Utopia the most incredible fancies come into my head. One is, that in Utopia it will not be a misery for decent married women to have wholesome children.

I know that of people who pretend to be shocked by the implication of that. They will assure me that in our world now children are the delight of life, no woman knows the sweetness of existence who has not had her children clustering round by her knees, and much else of that sort of philoprogenitive cant. I shall be called a "Londoner" and such-like seething but inapplicable thing, and told wonderful fairy tales of marvellous cottages of women who bring up families of ten in the best modern style with one hand, while they keep the home clean, the husband happy, and go out washing with the other. And so on.

MOTHERHOOD A SERVICE TO THE STATE. Now all that is beside the mark. I know as well as any one that children are the most beautiful things in life and parentage the finest experience in existence; but for all that a civilised human being is a creature with foresight, and it seems to me that for a woman of the lower, middle or labouring class who has brains enough to look beyond the present moment, the anxieties and sorrows of parentage under our present conditions must go far to outweigh her natural joy in the pride and affection of offspring. I don't think our present state of affairs is just or reasonable towards the ordinary mother of the common people; I think it exacts too much from her and does too little to help her. I believe that in Utopia the position of mothers will be a much better one than it is with us today.

Don't imagine that I propose to remedy the wrongs of mothers by adding a vote to their other duties, or that what are called Women's Rights appeal to me at all strongly. I have no warm glow of sympathy for hysterical young women who first marry a man and then want to live on a rigorously exacted alimony in free, frank, open friendship with somebody else at the other end of the globe, or with the craving of her girls for lachrymose, "unconventional," or with the desire some women have to lecture and sit in that stuffy, boring den of false issues—the House of Commons. Upon all such questions I am absolutely indifferent. But a question of the mothers belongs to another category altogether. Wifehood (which commonly implies motherhood) is the predominant profession of women all over the globe. The future of the world, the future of any State, rests finally upon the quality of its children, and the profession of mother, therefore, is the most important of all. If the conditions under which that profession is exercised are silly or rotten, our fleets, our armies do no more than guard a thing that dies. In Great Britain, now, I think they are more or less silly and rotten.

THE REWARDS OF THE SERVICE. Just consider the inducements held out to a healthy, intelligent woman to bear and bring up children in England at the present time. Just think of how she comes to her supreme duty!

She has first to select and secure a husband. She has to do this at the very outset of her life, after an education which consists very largely of the strenuous attempts of spinsters schoolmistresses to keep her mind from the bare thought of motherhood, reinforced by innumerable love stories that never glance at that top, and that would not be allowed to reach her hands if they did. There exist no written laws, and only her partially suppressed and blinded instincts, to forbid her marrying a cripple or a diseased person or a partial imbecile, or some one on the verge of a horrible senility, but there is a widely known unwritten law that if she marries a poor man she must face labour, anxiety, and all the humiliations of a shabby and limited life. Moreover, with her eighteen or twenty years old experience she has to judge about the man's past and future, to gauge his character, she has to try him for better or worse on her superficial, untrusting impressions of him, and it is the universal cant of all the novels she is fed upon that for her to inquire about his solvency or his prospects or "pry" in any way into his past is ignominious. She must marry gushingly—"for love." Provided it is a legal marriage, the more frantic and sacrificial her behaviour the more she is admired. The State has not the elementary common sense to look up the man's record for her, or report in any fashion on his health.

DISCOURAGEMENTS. Suppose her by some happy accident married to a decent, ordinary man, a likeable, sound man who is never going to be more than modestly prosperous, and who—in these days of economic uncertainty—may by some trade cataclysm and no fault of his own—corner the suppression of one industry by another, the better education and training of a fresh generation, a disrespectful attitude towards the governor's eldest son—get into low water! what reason is there for her to rejoice in a large family, and what to regard it as a terrible disaster to be avoided at almost any cost? Well, in the first place, if she does not have a large family she is liable—no light matter—to the strenuous denunciations of President Roosevelt, and the milder but still malignant eloquence of our bishop, who can themselves afford to have colossal families with perfect impunity, but that penalty, though disagreeable, may be evaded or cadured. Apart from that, what is there? Love of children? That will rather make her anxious to have only one or two. These she can enjoy, educate, nourish, dress well, bring up hopefully. There is no other reward or inducement at all.

On the other hand, think of the discouragements. While the mother sits in a restricted, anxious home amid her children, she sees through her imperfectly cleaned window (one can't do everything) the childless wives having a glorious time, going a-bicycling with their husbands, dressed gaudily with all his verfluous income, talking about their "Rights." As her children grow up to an age when they might help drugs with her or drudge for her, the State, without a word of thanks to her, takes them away to teach them and make good citizens of them. If the husband presently becomes bored by his restricted, prolific household and his incessant demands and absences, or if he is simply unlucky and gets out of work, the State deals with her in a spirit of austere indignation. She is subjected to "charity" and every conceivable indignity she undergoes, profligate humiliations that fall to the lot of the most dissolute woman. If a husband "goes wrong" and a woman has kept childless, she can get employment, she can shift for herself and be well off, but a family disaster for a mother is catastrophe.

I submit the situation is preposterous. I do not believe that with increasing general intelligence and refinement women will go on marrying and bearing children under such conditions. I gather that the statistics of marriage rates and birth rates bear me out in this. I don't think that the remedy lies in insulting women at large and jabbering nonsense about the decadence of morals. If the State wants sound and healthy children, the State must be prepared to not people who can and do produce them in a better position than those who don't. The State, in fact, must be prepared to pay for children in some way or other. For example, at present a man and wife pay just the same income tax on their joint income whether they have no children or a dozen. A home with no children pays no heavier rates than one with a thriving family. These are two things that might be changed forthwith.

Shipping.

Arrivals.

Darmstadt, Ger. s.s., 3,161, G. Bolte, 5th July, Yokohama 24th June, Mails and Gen.—M. & Co.
Japan, Br. s.s., 2,795, E. P. Martin, 5th July, Singapore 30th June, Gen.—P. & O. S. N. Co.
Germania, Ger. s.s., 1,715, T. Petersen, 5th July, Holmho 4th July, Rice.—J. & Co.
Speria, Ger. s.s., 4,148, T. Ehlers, 5th July, Hamburg 7th June, Gen.—H. A. L.
Buccaur, Br. s.s., 2,283, R. C. Ritson, 5th July, Singapore 19th June, Ballant.—N. Y. K.
Stentor, Br. s.s., 4,308, B. Lewis, 5th July, Singapore 30th June, Gen.—B. & S.
Vidarsdot, Br. s.s., 1,354, Adam, 5th July, Canton 5th July, Gen.—D. & Co., Ltd.
Chowtai, Ger. s.s., 1,115, H. Textor, 5th July, Bangkok 29th June, Rice.—B. & S.
Andree Rickmers, Ger. s.s., 1,020, H. Köhn, 5th July, Bangkok 29th June, Rice.—M. & Co.
Tenn, Br. s.s., 1,346, W. B. Brown, 6th July, Manila 3rd July, Gen.—R. & S.
Haimun, Br. s.s., 636, A. J. Robson, 6th July, Tamsui via Amoy 3rd July, Gen.—D. L. & Co.
Denhighshire, Br. s.s., 2,227, W. A. Evans, 6th July, London and Singapore 29th June, Gen.—S. T. & Co.
Hailan, Br. s.s., 1,181, J. S. Roach, 6th July, Foochow 1st July, Amoy 4th and Swatow 5th, Gen.—D. L. & Co.
Hailan, Br. s.s., 1,171, I. Andersen, 6th July, Pakhoi and Hoihow 5th July, Gen.—A. R. M.
Yushun, Ch. s.s., 1,079, Pratt, 6th July, Canton 6th July, Gen.—C. M. S. N. Co.
Mails for the Harbour Office.
Darmstadt, for Singapore.
Rafabari, for Swatow.
Rafabari, for Shanghai.
Stentor, for Shanghai.
Stentor, for Amoy.
Haimun, for Swatow.

Mails.

July 6.
Siberia, for San Francisco.
Rafabari, for Bangkok.
Yushun, for Shanghai.
Shankin, for Canton.
Lydia, for Canton.
Darmstadt, for Europe.
Rafabari, for Sandakan.
Nippon, for Singapore.
Per Suez, from Singapore—30 Chinese.
Per Hailan, from C. at Ports—Messrs. Ranson, Bailey, Alberts, Hanna, Tarr, Dr. Muller, Rev. Rev. Pignat, and 140 Chinese.
Per Tenn, from Manila—Messrs. V. A. Emerson, R. C. Johnson, James R. A. Gend, R. H. Mack, Dr. T. A. Berryhill, Mr. E. L. Sleeth, Mrs. James E. Kelly, Misses Mabel McKay and J. Dinsmore.
Per Japan, from London for Hongkong—Mr. and Mrs. E. Irving, Capt. T. H. E. Anderson, and Mr. H. J. Quick, for Shanghai—Messrs. Shearer and C. Edgewood. From Malacca for Singapore—Mr. Stevens, R. M. From Singapore for Hongkong—70 Chinese.
Passengers departed.
Per Scharnhorst, for Shanghai—Dr. H. Bohme, Mr. and Mrs. Rennie, Mr. and Mrs. Sommer, Mrs. Simmons, Misses Pakko and White, Messrs. Ch. P. Kistly, E. Peters, W. Pelling, Green and Eno, for Nagasaki—Messrs. J. Watt, Jameson, D. Noma, Futani, Sugematsu, K. Kabayashi, Mrs. K. Kiri, Mrs. Oshime, and Mrs. Otoki. For Kobe—Mr. and Mrs. Nutsumine, Messrs. M. G. Huelin, Bristol D. Keyer, Yokoi, Mr. and Mrs. Nickay, Miss Numata, and F. and Mrs. Boggs. For Yokohama—Mr. and Mrs. Brewin, Messrs. Stoppa, F. Rodriguez, Chan Ting Sing, S. M. Bellette, Ch. Nekimura, W. McKadden, Tam Hoy, On Tiong, S. Kwong and O. Reyes.
Per Tartar, for Vancouver. &c.—Mr. W. T. Andrews, Mr. and Mrs. Basila Messrs. G. Humphreys, T. W. Ahele, F. J. Thomas, J. R. Fynington, I. M. Robson, Mrs. J. T. Davies, Mr. R. Berrill, Col. M. C. Martin, Mrs. H. L. Stanley, Col. F. Hawkins, Mrs. W. Robertson, and Miss M. MacKellar, Messrs. W. and J. Robertson, Capt. M. H. Scott, Mr. and Mrs. Branch, child and infant, Messrs. I. H. Thompson, D. Macfie, Mr. and Mrs. H. T. Richardson, and 3 children, Messrs. M. H. Mehta, H. C. Golia, H. Ruttonjee, Dr. H. H. Shaw, Rev. A. M. Ballinger, Messrs. Wong Ah Wee, Wong Ah Goon, E. K. Spencer, Mrs. M. Seely, Capt. Stritinger, Mr. and Mrs. Hurd, Mrs. Peacock, Messrs. J. P. Sommerfield, T. Evans, D. E. Brown, Col. and Mrs. Kent, Major I. Lewis, Mr. and Mrs. Jones, Major Parker, Lieut. Hamer, Mr. and Mrs. Hastings, and W. F. Lumsden.

Shipping Report.

Str. Haimun from Tamsui—Light SE, winds, fine clear weather, and smooth sea.
Vessels in Port.
MYRAMENS.
Adato, Br. s.s., 2,145, R. Stewart, 4th July, Moji 27th June, Coal.—Order.
Amara, Br. s.s., 1,566, C. J. Mattock, 5th July, Canton 4th July, Gen.—J. M. & Co.
Empress of Japan, Br. s.s., 3,039, Henry Pybus, 4th July, Vancouver 12th June, and Shanghai 1st July, Mails and Gen.—C. P. R. Co.
Kobichang, Ger. s.s., 1,292, C. Gotschewich, 1st July, Bangkok 22nd June, Rice and Timber.—B. & S.
Lightning, Br. s.s., 2,122, J. G. Spence, 3rd July, Calcutta 17th June, Penang and Singapore 28th, Gen.—D. S. & Co., Ltd.
Louise Roth, Br. s.s., 2,265, J. J. Thompson, 29th June, Newcastle, N.S.W. 8th May, Coal.—Order.

Shipping Report.

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Empress of Japan, Br. s.s., 3,039, Henry Pybus, 4th July, Vancouver 12th June, and Shanghai 1st July, Mails and Gen.—C. P. R. Co.
Kobichang, Ger. s.s., 1,292, C. Gotschewich, 1st July, Bangkok 22nd June, Rice and Timber.—B. & S.
Lightning, Br. s.s., 2,122, J. G. Spence, 3rd July, Calcutta 17th June, Penang and Singapore 28th, Gen.—D. S. & Co., Ltd.
Louise Roth, Br. s.s., 2,265, J. J. Thompson, 29th June, Newcastle, N.S.W. 8th May, Coal.—Order.

Madeleine Rickmers, Ger. s.s., 1,458, Simonson, 1st July, Bangkok 21st June, Rice.—B. & S.
Nicomedia, Br. s.s., 4,379, A. Wagner, 5th July, Portland, Or. 20th May, Gen.—P. & A. S. S. Co.
Nordpol, Nor. s.s., 2,428, Steller, 23rd June, Kaling (Formosa) 21st June, Gen.—S. T. & Co.
Onafa, Br. s.s., 5,676, T. Bartlett, 4th July, Shanghai 1st July, Gen.—B. & S.
Onsang, Br. s.s., 1,787, J. T. Davies, 29th June, Pekalongan 20th June, Sugar.—J. M. & Co.
Peshawar, Br. s.s., 4,885, E. Spicer, 4th July, London 28th May, and Singapore 29th June, Gen. and Iron.—P. & O. S. N. Co.
Shantung, Br. s.s., 1,400, Jno. Robinson, 5th July, Java 17th June, Sugar.—B. & S.
Taiyuan, Br. s.s., 1,450, L. Dawson, 26th June, Australia via Ports and Manila 24th June, Gen.—B. & S.
Telemachus, Br. s.s., 1,300, J. Williamson, 5th July, Saigon 1st July, Gen.—Order.
Yuenang, Br. s.s., 1,128, P. H. Rolfe, 4th July, Manila 1st July, Gen.—J. M. & Co.
Zafiro, Br. s.s., 1,618, R. Rodger, 3rd July, Manila 1st July, Gen.—S. T. & Co.

SAILING VESSELS.

Colimbarrick, Br. 4-masted ship, 3,151, George, 2nd June, Cardiff and Jan., Coal.—Government.

Steamers Expected.

Vessel	From	Agents	Date
Tjimali	Karatu	J. C. J. L.	July 7
radia	Singapore	H. A. L.	July 8
Laizang	Singapore	J. M. & Co.	July 10
Tonkin	Singapore	M. M.	July 11
Maragon	Singapore	P. & O. Co.	July 11
Mongolia	Kobe	P. M. Co.	July 11
Tillipang	Manila	J. C. J. L.	July 11
Athenian	Vancouver	C. P. R. Co.	July 18
China	Japan	P. M. Co.	July 19
Rafabari	New York	S. T. & Co.	Aug. 21

Hongkong & Whampoa Dock Returns.
Travancore at Kowloon Dock.
Humber
Taiyuan

Ships Passed The Canal.
Outward—14th June—Austria, Badaric, Den of Crombie, 17th June—Liberty, Tonkin, Hudson, Keenun, Fongtien, Patroclus, Gratton, Veranda, 21st June—Southey, 24th June—Tydex, Benvenut, Malacca, Pak Ling, 27th June—Barledi, Diomed, 30th June—Witkeid, Achille, Aeneas, 1st July—Poon, Beldar, Sydney, Pyrrhus, Athol, Stuttgart, Eorhexchange, Korana, Oceano, Rhamania.

Homeward—14th June—Louthier Castle, 24th June—Indrami, 27th June—Dardanis, 30th June—Lacris, 4th July—Bayern, Seyvola.

Arrivals at Home—14th June—Kaitow, 17th June—Acemmanon, 21st June—Pruissen, 24th June—Arctura, Tenshi, 27th June—Erast, Pera, 30th June—Schuyllkill, Trieste, Ernst Simons, Slavonia, 4th July—Roos, Nisovola.

Post Office.

A Mail will close for:
Swatow, Amoy and Tamsui—Per Haimun, 7th July, 10 A.M.
Macao—Per Hainan, 7th July, 12.15 P.M.
Swatow and Shanghai—Per Amara, 7th July, 2 P.M.
Singapore—Per Shanlung, 7th July, 3 P.M.
Shanghai—Per Stentor, 7th July, 2 P.M.
Manila—Per Yuenang, 7th July, 3 P.M.
Nagasaki, Kobe and Yokohama—Per Denhighshire, 7th July, 4 P.M.
Hoihow and Pakhoi—Per Hailan, 7th July, 5 P.M.
Swatow and Singapore—Per M. Rickmers, 7th July, 5 P.M.
Manila—Per Zafiro, 8th July, 11 A.M.
Macao—Per Hainan, 8th July, 12.15 P.M.
Singapore, Sourabaya and Samarang—Per Onang, 8th July, 2 P.M.
Macao—Per Hainan, 10th July, 1.15 P.M.
Shanghai—Per Shangkong, 10th July, 3 P.M.
Singapore, Penang and Bombay—Per Ischia, 11th July, 10 A.M.
Singapore, Batavia, Samarang, Sourabaya and Macassar—Per Tjimali, 11th July, 10 A.M.
Singapore, Penang and Calcutta—Per Lightning, 11th July, 10 A.M.
Poon, Br. India, via Tatician—Per Oceanic, 11th July, 11 A.M.
Macao—Per Hainan, 11th July, 1.15 P.M.
Shanghai—Per Kwangning, 11th July, 2 P.M.
Manila—Per Tran, 11th July, 3 P.M.
Cebu and Iloilo—Per Sanghang, 11th July, 3 P.M.
Keelung, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per Pladai, 12th July, 10 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, Melbourne, Adelaide and Perth—Per Australian, 12th July, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 12th July, 11 A.M.
Manila, Port Darwin, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Chinglu, 13th July, 3 P.M.
Cebu and Iloilo—Per Katsang, 14th July, 3 P.M.
Kobe—Per Taiyuan, 15th July, 3 P.M.
Shanghai, Moji, Kobe and Yokohama—Per Tjimali, 17th July, 11 A.M.
Tientsin—Per Wotang, 17th July, 2 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Shanlung, 30th July, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 2nd Aug., 11 A.M.

Mails for Canton, Samshui, Whow and Macao will be closed on Wed. days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 A.M., and that for Canton at 9 A.M.
Mails for Nanhai, Sanhu, Kongmoon, Kumchuk, Samshui, Whow and Canton every evening at 5 P.M. On Sundays the mails will be closed at 9 A.M.
No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Alberts, K.
Andrews, C. J.
Andrews, Mrs. C. J.
Baker, A. S.
Berryhill, Dr. T. A.
Bingham, Mr. & Mrs.
J. E. and child
Blair, D. K.
Brighton, F. G.
Broughall, L.
Carter, W. L.
Chalmers, Dr.
Chambers, Mr. & Mrs.
H. K.
Clark, Hon. Dr. Francis
Clark, T.
Clegg, A. M., Eng. Lt.
and Mrs. H. I.
Cunningham, G.
Davies, F. O.
Deacon, F. B.
Doollittle, F. H.
Douglas, Capt. & Mrs.
Dunning, Mr. and Mrs.
T. C.
Ermeries, V. A.
Eymael, A.
Fletcher, H.
Frost, B. L.
Glover, C.
Groat, A. W.
Grove, Dr. and Mrs. F.
Hall, Capt. T.
Hagedorn, F. C.
Hanson, J.
Harding, R.
Hastlet, H. J.
Hurst, R. W., Engineer
Kaplan, B. D.
Kemp, H. H.
Kerr, F.
Knagge, Dr. Samuel
Laing, A. H.
Laing, Dr.
Large, H. J. C.
Lewis, A. C.

CRAIGIEBURN.

Barnett, H. J. O.
Dann, G. H.
Gastell, Mr. and Mrs.
Gibbons, J. D.
Kaplan, B. D.
Lyons, F. W.
Marchant, Capt. and Mrs. and children
McPherson, J. L.
Nicholls, E. A.

PEAK.

King, Dr. and Mrs.
Loder, Mr.
Macdonald, Mr.
Martin, R.
Meike, Mr. and Mrs. G.
Mitchell, R.
Moxson, Mr. and Mrs.
Herbert
Mueller, E.
O'Neil, J. L. Hugh
Parry, Major
Paxton, Capt. H. W.
Phillips, Major
Pigott, Mr. and Mrs.
Pollock, J. C., Mr.
Rafie, Dr. and Mrs.
Saver, Capt. and Mrs.
Sinclair, A.
Stadt, Mr. and Mrs.
Van de
Vand, Mr.
F. Taget
Hindokof, Mr. & Mrs.
Hudig, D.
Jeffries, H. U.
Johnson, Rev.
Joseph, Mr. and Mrs.
Kaye, Major and Mrs.
Kelall, Major & Mrs.
M. J.

OCCIDENTAL.

Alford, J. R.
Anderson, G.
Barnard, Dr. J.
Bruno, Dr.
Chandler, Lieut. (Army and child
"Red" Dept.
Flaher, R.
Frank, C.
Genth, M.
Hals, G. L.
Harms, F.
Heimreich, H.
Hollinger, Dr. F.
Jensen, H.
Johnson, R. C.
Key, Dr. H.
Kober, Dr. H.
Kock, H.
Kroll, G.
Leonhardt, Dr. M. A.

KOWLOON.

Evans, Mr. and Mrs. Price, Capt. and Mrs.
Finkers and child
Hall, J. S.
Joland, H. R.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS	GUNS	H.P.	CAPTAIN	LAST REPORTED AT
Alcidity	despatch vessel	1,700	4	3,000	Commander Harbord	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	16,000	Captain R. Nelson Ommarey	Weihaiwei
Araucaria	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Heaton	Weihaiwei
Astraea	cruiser, 2nd class	4,360	10	7,000	Lieut.-Commander L. G. Tufnell	Shanghai
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Weihaiwei
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Yangtze
Cherub	water tank and tug	350	—	300		Hongkong
Clilo	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtze
Diadem	cruiser, 1st class	11,000	16	16,000	Captain H. W. Savory	Hongkong
Dee	torpedo boat destroyer	550	6	7,000	Lieut.-Commander H. E. Sullivan	Hongkong
Erae	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Bather	Weihaiwei
Etrick	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Lewin	Hongkong
Eke	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Weihaiwei
Fame	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Stevenson	Weihaiwei
Glory	battlehip, 1st class	12,950	16	13,000	Captain Hon. Stopford	Weihaiwei
Mandy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hogue	special service torpedo	6,400	14	21,000	Captain E. F. B. Charlton	Weihaiwei
Iphigenia	cruiser, 1st class	3,600	8	7,000	Captain Shortland	Weihaiwei
Ichen	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcett	Singapore
Janus	torpedo boat destroyer	280	6	3,000	Lieut.-Commander C. Seymour	Weihaiwei
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander W. H. Darwall	Yangtze
Moorhen	river gunboat	120	2	800	Lieut.-Commander E. V. R. Dugmore	West River
Otter	torpedo boat destroyer	150	6	6,300	Lieut.-Commander F. Kiddle	Weihaiwei
Rambler	surveying vessel	235	6	650	Commander C. E. Monro	Surveying
Robie	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Weihaiwei
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	5,000	In reserve	Hongkong
Sutley	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,500	—	—	Commodore Dicken	Hongkong
Vincent	river gunboat	180	2	800	Lieut.-Commander E. Searns	Yangtze
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Weihaiwei
Walworth	surveying ship	620	4	450	Commander R. W. Glenie	Surveying
Whiting	torpedo boat destroyer	350	6	5,000	Lieut.-Commander C. E. L. Thomas	Weihaiwei
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

* Flag of Admiral Sir Gerard U.		
		F
NAME.		FLAG AND DESCRIPTION.
Achéron	...	armoured gunboat
Argus	...	river gunboat
Avalanche	...	river gunboat
Baionnette	...	river gunboat
Carondelet	...	river gunboat
Cassiope	...	river gunboat
Comète	...	gunboat
D'Assas	...	armoured cruiser
Décidée	...	gunboat
Descartes	...	cruiser.
Estoc	...	river gunboat
Francisque	...	destroyer
Fronde	...	destroyer
Guichenot	...	protected cruiser
Gueydon	...	armoured cruiser
Henri Rivière	...	river gunboat
Jacquin	...	river gunboat
Javeline	...	destroyer
Kersaint	...	cruiser.
Lynx	...	sub-marine.
Montcalm	...	armoured cruiser
Mouquet	...	destroyer
Olyre	...	river gunboat
Pelican	...	gunboat
Picoteau	...	destroyer
Protée	...	sub-marine
Redoutable	...	battleship, reserve
Sabre	...	destroyer
Seyne	...	armoured gunboat
Sully	...	armoured cruiser
Surprise	...	gunboat
Takou	...	river gunboat
Takou	...	destroyer
Vanuxem	...	battleship, reserve
Vigilante	...	river gunboat
* Flagship of Vice-Admiral Bay.		
* Flagship of Rear-Admiral de		

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OUBANIEN."

Captain Court, will be despatched for MARSEILLES on TUESDAY, the 11th July, at 1 P.M.

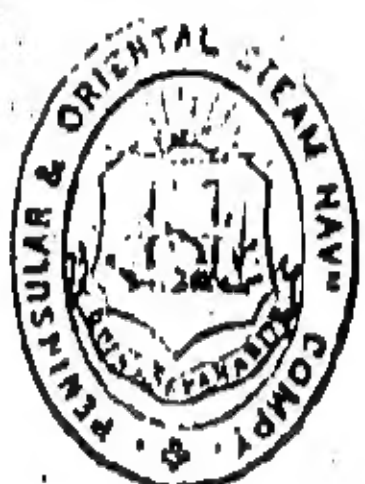
Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. *TOURANE*.....25th July.
S.S. *TOKIN*.....8th August.
S.S. *ARMAND BEHIC*.....22nd August.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th June, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
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The Steamship

"SIMLA"

Captain C. D. Goldsmith, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 15th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, All Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Araba*, due in London on the 27th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 4th July, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Piedader</i> ...	3,753	F. G. Purinton	At July 12
<i>Shawmut</i> ...	9,606	E. V. Roberts	" July 20
<i>Tremont</i> ...	9,606	T. W. Garlick	" Aug. 8

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 26th June, 1905.

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. BISNEY,

Hongkong Hotel.

Hongkong, 8th June, 1905. [639]

TO LET.

SEMI-DETACHED VILLAS, Two, in

Garden Road, near the Ferry, with Fine

Bright and Airy Rooms. GAS and ELECTRIC

BELTS laid on. Commanding fine view of the

Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Almeida Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

No. 12, KNUTSFORD TERRACE,

Kowloon.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905. [537]

TO LET.

A BUILDING AT CAUSEWAY BAY, at

present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69]

For Sale.

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT,

Gasoline,

Lamps of all

descriptions from the best

makers.

Incandescent

Manillas,

Chimneys,

Globes, Sha-

des, &c., for

Gasoline and

Gas Lamps at the most

moderate prices.

Lamps fixed

up for Buyers

free of charge.

Naphtha of the best kind

kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 16th November, 1904. [54]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	1,000	\$125	\$125	\$1,000,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change, 1/11/91/16=\$25.46 for second half-year 1904	5 1/2 %	\$830
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,763	\$2 (London 3/6) for 1903	5 1/2 %	London £87. \$37 buyers
MARINE INSURANCES								
Janion Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	5 1/2 %	\$320 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,902 \$32,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	6 %	\$74 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$272,740 \$89,110 \$846,771 \$700,000 \$37,702	\$2,078,997	\$35 for 1903	5 %	\$700 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$218,093 \$2,241	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,200,000 \$1,200,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$1,200,000	\$360,372	\$34 for 1903	11 1/2 %	\$302 1/2
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$50,000 \$185,000	\$8,832	\$1 for 1904	4 1/2 %	\$21
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$350,000 \$81,410	Nil.	\$1 for year ended 30.6.1904	5 1/2 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$300,000 \$158,444	\$20,160	\$1 for second half-year 1904	9 1/2 %	\$27
Iado-China Steam Navigation Company, Limited	60,000	£10	£10	\$200,000 \$100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	5 1/2 %	\$96 buyers
Shanghai Tug and Lighter Company, Limited	200,000	£1.50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	7 1/2 %	Tls. 61
Do. (Preference)	100,000	£1.50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	7 1/2 %	Tls. 50 sales
Shell Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,116	£5,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	27 1/2 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$24,257	\$29	\$1.80 for year ending 30.4.1905	3 1/2 %	\$35 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$130,163	\$21,231	\$10 for 1904	7 %	\$142
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 125,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Final of \$15 making \$20 for 1904	9 1/2 %	\$213 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$3 for 1897	9 1/2 %	\$31 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.6.04	3 1/2 %	Tls. 71 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	5 1/2 %	Tls. 8 sales
Oriental Consolidated Mining Company, Limited	50,000	£10	£10	none	G \$672,093	50 cents making G. \$1 for 1904	5 1/2 %	\$64 buyers
Staub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	...
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 25,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Farnham (S. C.) Wharf & Co., Limited	55,300	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,024	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %	Tls. 140 buyers
Fenwick (Geo.) & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,473	\$8,777	\$3.75 for 1904	11 1/2 %	\$331
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$100,000 \$300,000 \$250,000	\$29,422	Final of \$2 1/2 making \$5 for 1904	5 1/2 %	\$95 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$33,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	7 1/2 %	\$195
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for year end. 30/6/04	4 1/2 %	\$270 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$35,500	\$489	\$12 for 1903	7 1/2 %	\$18 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$12 div. and \$2 1/2 bonus for 1903	3 1/2 %	\$118
Do. (Preference)	2,750	\$100	\$100	\$275,000	...	\$7 dividend	...	...
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 3,200	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 185 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,645	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$385
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 185 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$314
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 34,000	Tls. 805	Final of Tls. 5 making Tls. 9	4 1/2 %	Tls. 135 sales
Central Stores, Limited (Founders)	6,000	\$15	\$15	Tls. 8,000	...	Final of 60 cents making \$1.80 for 1904	10 %	\$18 sales
Do. (New Issue)	121	\$15	\$15	\$20,000	\$1,502	None	...	\$74 sales
Do.	24,000	\$15	\$15	...	...	Preferential of 7 per cent for 1904	7 %	...
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 %	\$140
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$37,875	Final of \$6 making \$12 for 1904	10 1/2 %	\$115
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,985	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	13 %	Tls. 19
Hotel Metropole Company, Limited	2,000	\$100	\$100	...	First year	Interim of \$4	...	\$105
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$200,094 \$50,000	\$11,958	90 cents for 1904	7 %	\$124 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 2,600	Tls. 40,766	Tls. 3 final and Tls. 2 bonus making Tls. 5 for 1904	6 1/2 %	Tls. 121 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 30	Tls. 30	none	Tls. 670	Tls. 5 for 1904	10 1/2 %	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,250	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 120 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	6 %	\$54
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	9 1/2 %	Tls. 414 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$169 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 16,000 Tls. 35,237	Tls. 13,659	Interim of 3 % a/c 1898	...	Tls. 41 sales
Laoy-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 47 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 160 sales
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	none	Dr. P. 2,584	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	7,500	\$10	\$10	...	...	First year	...	\$69 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year	...	\$125 sellers
Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	...	\$54 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$5 for 1904	8 1/2 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	8 1/2 %	\$12 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	8 %	Tls. 634 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,719	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2 %	\$82 buyers
Dairy Farm Company, Limited	25,000	\$2 1/2	\$6	...	...	\$12 for year ending 31.7.1903	...	\$17 sellers
Fraser and Neave, Limited	4,000	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100
Green Island Cement Company, Limited	150,000	\$10	\$10	\$400,000 \$500,000	\$95,054	\$2 for 1904	7 1/2 %	\$28 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$7,551	Final of \$14 making \$24	9 1/2 %	\$27 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,394 £3,000	£8,188	1 1/2 div. and 2 1/2 bonus for 1904	7 %	\$170 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 %	\$17
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	...	...	50 cents	4 1/2 %	\$11
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$50,000	\$5,796	\$15 for year ending 30.11.1904	7 1/2 %	\$222 buyers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$60,000	\$5,356	Final of \$13 making \$17 for 1904	7 %	\$222
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$60,000	\$11,137	Final of \$10 making \$15 for 1904	7 %	\$152 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$3,400	\$1.50 for the year ended 30.9.04	12 %	\$16
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	\$8 for 1903	6 %	\$135 buyers
Maatschappij tot Mijn- Bosch-en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	Interim of \$5 (2nd quarterly of Tls. 4, paid 16.6.05 mak- ing so far Tls. 124 for 1905	10 1/2 %	Tls. 210 sellers
Maynard and Company, Limited	3,400	\$10	\$10	none	...	\$2 for year ended 31.10.1904	9 %	\$33
Morden, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 5 for 1902	9 %	Tls. 25
Moutrie (S.) & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 2,011	Final of Tls. 5 making Tls. 8 1/2 for 1904	7 %	\$122 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 80 sales
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	8 1/2 %	Tls. 107 1/2 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	Tls. 17,220	Final of 37/6 making 37/6 for 1904	4 1/2 %	Tls. 420 sales
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,769	\$6 1/2 for year ended 31.7.1904	7 1/2 %	\$60 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	None	...	\$35
Team Laundry Company, Limited	5,000	\$5	\$5	none	\$3,444	\$60 cents for year ended 31.5.04	7 1/2 %	\$8 buyers
Straits Ice Company, Limited	10,000	\$100	\$100	\$50,000	...	First year	...	\$74 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000 \$500,000	\$84,813	\$10 for second half year 1904 (\$1 div. and 35 cents bonus for half year ended 30.9.1904)	13 1/2 %	\$100
Tientsin Water Works Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,012	Tls. 2 for half year 1904	6 1/2 %	Tls. 100
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,025	Final of Tls. 41 making Tls. 84 for 1904/5	7 %	Tls. 120
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$480	90 cents for year ended 31.5.1904	9 1/2 %	\$90 sellers
Do. (Founders')	100	\$10	\$10	\$4,800	\$12,664	\$1 for 1903	10 1/2 %	\$100 buyers
Watkins, Limited	10,000	\$10	\$10	\$100,000	\$6,096	\$1 for 1903	8 %	\$8 sellers
Wauchope (A. S.) & Co., Limited	90,000	\$10	\$10	\$25,000	\$688	Final of 50 cents making \$1 for 1904	8 %	\$121 sellers
William Powell, Limited	12,000	\$10	\$10	\$10,000	...	Interim of 50 cents for year 1904/1905	10 1/2 %	\$121 sellers